



SENATOR RUNNER'S WEEK IN REVIEW

A WEEKLY REVIEW THAT WILL KEEP YOU INFORMED AND UP-TO-DATE



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Creative Solutions to Ease Traffic

Highway 138 is the most direct means to cross from the Antelope Valley over to the Victor Valley, from the I-5 to I-15. As locals know, this highway is extremely dangerous with fatal car crashes. While I advocate speeding up the expansion of Highway 138 with CalTrans, we also need to look at other creative solutions to reduce the dangerous and congested Highway 138.

The High Desert needs a more efficient commercial corridor that connects people and commerce being transported between the Antelope Valley and Victor Valley. In order for this to be financially viable, a continued reliance solely on state tax dollars is not inadequate and has proven to be slow and unreliable. This is why I formed along with San Bernardino Supervisor Bill Postmus the High Desert Corridor Coalition. The goal is to develop innovative ways to build a High Desert Corridor that would connect near the Palmdale Airport straight across through Victorville onto I-15. This corridor would allow commercial trucks to cut across to I-15 rather than going through the congested Los Angeles areas freeways.

Highway 138 has its limitations. More vehicles, resulting from a perceived safer road and inevitable population growth, could have the unintended consequence of creating more havoc for visitors, business and residents. Because this rural road is inherently dangerous with its blind hills, acute turns and route through small towns, the ability to mitigate transit concerns on this stretch of road has its restrictions.

Offering a new, alternative highway will reduce these dangerous conditions. However, the California Transportation Commission and the State Auditor have recently issued warnings that California's fiscal situation is having detrimental effects on California's transportation funding system. Consequently, it might be necessary to explore unconventional funding methods to build a safer, more commerce friendly road. Authorizing a toll road is the most practical and viable means to fund this objective, allowing a private operator to construct the road in a more expeditious fashion. The reality today is that these mega transportation projects are not feasible without some type of financing based on user fees. An alternate route using state funds – the only other solution put forth so far – may never happen.

News of the Week

[State of the Union Address Reaction from Local Leaders](#)

[Pay for Chase if You Flee Cops](#)

[Flood Victims Await Approval](#)

[Lockheed-Led Team Wins Marine One Pact](#)

[Secretary of State Kevin Shelley Resigns](#)

[High Speed Rail to Include Palmdale Stop](#)

[Fillmore Councilmember Become Mayor This Week](#)

[Briefing Report: Physician-Assisted Suicide](#)

CalTrans reported collisions on Highway 138 have resulted in abnormally high fatalities. And growth in the High Desert is expected to continue at a rapid rate, with an average daily number of 12,600 cars traveling the highway today. It is expected by 2024, the average daily number will top 34,000, a daunting 300% increase.

Completing existing projects on Highway 138 will provide the safest route possible for motorists who already depend on this stretch of road, but offering people the option to use a new and an improved road will give motorists a more economical, expeditious, and safe way to travel.

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